cause for her destruction! It was fondly hoped by the friends of Poland, that as this little republic was too insignificant to cause any well-founded alarm, the occupation of its soil and the invasion of its liberties would be but temporary; and that Russia would abstain from adding to her long catalogue of crimes against Poland and the rights of nations that which, we fear, has been committed [illegible] that the resolution has at length been taken by Russia, Austria, and Prussia, to extinguish Cracow as an European state, and to add it to the sovereignties [illegible] be fortified, and the three Powers insensible alike to the considerations of honour and justice, be unanimous in the determination, resistance on the part of Britain, France, Sweden, and the other states which have not shared in the crime, would we fear, be vain—vain as when they protested against the yet greater crime—greater in extent, though not greater in turpitude,—the partition of Poland. Cracow is too distant from Britain and France for either, or united, to interfere by force with any probability of success; and diplomatic protests and remonstrances, although we suppose they will be used, received with mock solemnity by a Court which seems to be governed by the practice of all semi-barbarous communities—

"That they should take who have the power,
And they should keep who can!"

Indeed, having submitted to the greater enormity, in the partition of Poland, it would be hardly deemed advisable to enter upon a general war to preserve the shadow of independence which yet remained to the little republic of Cracow. Should, however, any thing arise to call imperatively for a demonstration against the madness of territorial aggrandisement which actuates Russia, and which may become necessary to preserve the integrity of our own possessions in the East, the pure flame of liberty which yet survives in the breasts of the brave sons of Poland, and which the persecution of Russia has not, however, and cannot quench, will burst forth.—In the rising race still lives the spirit of their honoured fathers! Let England cherish those who have sought refuge from the oppressor on her shores—she may need their aid at no distant day; and these, acting upon their countrymen scattered through the empire of Russia, would harass and distract the Czar, when concentration of counsel and of act will become necessary to preserve his own dominions. Heaven is just! History abounds with instances of nations which have fallen by the very means they have taken to extend their dominions—crushed beneath their own weight; and Russia seems to be fast hastening by this mistaken policy to her own ruin.—*Globe, Oct.* 12.

STATE OF THE NAVY.

Louis Philippe is the King of Grocers, and the *Times* very probably with truth, attributes to him, or his dictation, an article in the *Debats*, which begins about sugar and ends about navies. No one certainly would have expected a paper of high political pretension under the introduction graced with the rhetoric of the *epicerie*. "The sugar question appears to be on the eve of a solution." But in melting the sugar question, the wholesale grocer also melts the British Navy, and throws in a boast, sweet to the French palate, on the maritime equality of France with the Queen of the Ocean;—

"In consequence of the strenuous exertions of the Government of the Restoration, and of the still more decisive measures adopted by the Government of July, the French navy possesses at present a *matériel* which does not fear a comparison with that of any other nation in the world, for if we strike out of the pompous list of the British navy published by the British Admiralty the vessels unfit for sea, we shall find that Great Britain herself, the Queen of the Ocean, cannot muster a greater number of vessels than France. With these admirable ships—the scientific proportions and perfect armament of which are the envy of all other nations, we have a *personnel* of officers who unite to French valour knowledge, experience, and discipline."

Upon this text the *Times* puts forth a very angry article, which, as it is well written, and able, is evidently not editorial, and which, as it sets the fashion of tracing the parentage of anonymous writings, we should attribute to a gentleman of great talents not very scrupulously exercised, who once filled a high office in the Admiralty. The article is *croaking*, but clever:

"Of the seventy five sail of the line—how few, besides the quadrons, making up altogether some eighteen or twenty ships scattered over the whole world—how few we repeat, are now fit for immediate service, should the existing broil with Russia proceed (as it must do), or the chronic jealousy of France break out in any sudden explosion!"

We have quoted this question, which does seems to us highly important. It may be shown, if no doubt will be shown, that the ships which appear in the Navy List are not "faggot" ships, as pretended by the *Debates*, but ships fit for sea, and good in point of *material*; but the question about which we feel less confidence is, whether the ships in commission are properly manned, whether they have full complements of men. We have too much reason to apprehend that so far from being generally in good fighting strength they are barely in working strength, barely furnished with crews adequate to the ordinary duties of the service—in a word, what is termed weak-handed. Some short time ago a statement to this effect appeared from an excellent authority, who showed that the consequence of undermanning our ships was such an increase of discomfort, worry, and toil to the men, as rendered the service odious, and destroyed the disposition to volunteer into the navy, which it is so desirable to cultivate at any price in lieu of impressment. This is a state of things which must be reformed. Ships, if wanting can be built speedily enough, but seamen are not to be formed rapidly. Let no penny wise and pound foolish system of pseudo-economy dry up the very life blood of our naval power and resources. Every ship in commission should be in the highest state of efficiency; and, of the two things, it would be more desirable to have fewer ships, and those overmanned, than more ships at sea, and those undermanned. But the true wisdom and economy, is to adapt the scale of the naval establishment to exigencies present and probable, and to give it to the extent of its scale the most complete efficiency. By such a system our navy will be formidable in the eyes of the rest of the word, and popular at home.—*Examiner, November* 4.

CASE OF THE NAVAL LIEUTENANTS.

To the Most Noble, the Right Honourable, and the Honourable Commissioners appointed by our Most illustrious and benevolent Queen, "to inquire into the several modes of Promotion and Retirement, now authorised and granted to the Officers of her Majesty's Naval and Military Forces, for ascertaining the comparative situation of the Officers in each branch, and for reporting whether, due regard being had to economy and to the efficiency of the Service, it may be practicable and expedient to make any, and what changes in the present system."

THE MEMORIAL OF THE LIEUTENANTS OF HER MAJESTY'S FLEET.

Most humbly sheweth—

That your memorialists beg leave most gratefully to express their gratitude for the benevolent intentions of her most Gracious Majesty, in the appointment of your right hon. Board, upon whose impartial consideration of their various grievences they rely with entire confidence.

Your memorialists complain that they possess no right to promotion; let their services be ever so long or brilliant; nor can they claim employment be their abilities ever so efficient. Coronation and general promotions, so far from being a benefit, have proved the fruitful source of extensive annoyance; in fact, the naval officer is the only servant of the crown who is unable to maintain a right or claim a privilage; whereas the Captains in the army, who do not purchase their commissions, have constantly in view [illegible] of General Officer, of which nothing can deprive them but the visitation of Almighty God; and their rights and privileges are so clearly defined as to defy mistake.

Your memorialists also complain of the anomalies attached to their retirement; only the first hundred upon the list of lieutenants, out of 3159, are allowed to retire with the rank of commander, the junior of whom had held his commission 42 years, independent of previous servitude—some for long periods of years in the inferior grades; and they are amongst the oldest officers in the navy, not even excepting the flags; yet they receive the smallest half-pay gives to any commander, less than the youngest brevet major; and their widows receive 10*l.* annum less pension than either.

By the King's order in council of the 1st of November 1830, it was provided that 300 of the senior lieutenants might retire with the rank of commander; but only 169 has availed themselves of this extraordinary boon, the junior of whom has been 33 years upon the list of lieutenants, besides previous servitude in the inferior grades. These 179 officers still continue upon the half-pay list of lieutenants, thereby depriving 358 lieutenants of 1*s.* per diem, directed to be paid by the King's order in council at the close of the war. These retired commanders receive the half pay of the youngest captains in the army, and their widows 20*l.* per annum less than the brevet-major. It has been assumed, by men in authority, that these retire commanders obtained what they asked for, viz. rank, without pay—this we deny, and challenge proof. Out of the next 800 lieutenants there is only one employed in the line for promotion. During the whole of the war the commands of small vessels were always given to old officers, and your memorialists could name a goodly list of those who obtained promotion for the successful discharge of their duties whilst so employed. Of this advantage the old war officers have been deprived during the last six years; besides which the lieutenants in command have been deprived, of one half of their emolument, without one single penny as an equivalent.

The comparative situation of your memorialists with their own rank in the army is so anomalous, that it could not be credited without examination. The naval lieutenant is constantly upon guard—the safety of the ship and lives of the crew depend nightly upon his watchful eye and ever-ready resources, which experience alone can afford in the moment of difficulty. When he requires leave of absence from sea-going ships he must go upon half-pay! If overtaken by disease—of excessive duty in a sickly climate—he is immediately invalided upon half-pay, and must incur considerable expense: when in action, or shipwrecked, with the loss of everything, he is not remunerated nor paid one penny for his loss; when recovered, it may be years before he can get another ship—if an old officer, never. He is unable to provide for a son in his own profession from the great expense, and the insuperable difficulties he has to contend with in obtaining for him a commission, and his deprivation of his gratuitous education and clothing at the Naval College.

For *many generations* naval officers suffered a deduction of three-pence out of every twenty shillings received from the government, whether upon full or half pay, to be appropriated exclusively to a pension for their widows; this deduction has been discontinued; but the lieutenant must be ten complete years, as such before his widow can receive one penny, even should he die whilst employed in the most unhealthy climates. It becomes important then that the navy should have some statement of this accumulated wealth, and know how it has been expended: for the captains in the army, who, do not purchase their commissions, never subscribe one shilling for a pension to their widows, nor undergo one day's probation to entitle them to it.

Captains in the army can always be upon full pay, and obtain one, two, or three years' leave of absence at a time, enjoying their full pay; and when returning from our colonies, through ill health, their comforts are attended to, without expense on their parts; every loss by battle or shipwreck is fully paid for, with very little difficulty comparatively, they can obtain commissions, in their own corps, for sons who may be qualified; and if obliged to retire from the service for a few years, they can return to it again, with the advantage of every brevet which has taken place during their absence.

The full as well as the half-pay of naval lieutenants is divided into three classes, viz. when first of line-of-battle ships, 150*l.* per annum; all other, 120*l.*; and when employed in civil departments of the navy, 200*l.* per annum is about the maxium; whereas the captain of the marine artillery, with the rank of brevet-major, when embarked on board a line-of-battle ship, will receive 237*l.*; when the first lieutenant of the marine artillery, seven years' standing, is embarked on bord a frigate, he receives 143*l.*; the naval first lieutenant of the same ship, his superior officer, only 120*l.*; captains of marines, who hold the situations of assistant deputy adjutant general, receives 138*l.*; paymaster, 428*l.*; barrack master, 310*l.*; first lieutenants of the marine artillery, when above seven year standing, receive as adjutants 252*l.*; quarter masters, 228*l.* All captains in the army of 1835 are brevet majors.

Captains of marines have received honorary distinctions for their services in the navy—the naval lieutenants, their equals in rank, and seniors on board ship never.

With respect to half pay, the first class, whose junior is of 33 years' standing, only receive 7*s.* per diem; the second class, whose junior is 26 years' standing, receive 6*s.*; the remainder 5*s.* many of them after a servitude of twenty years as midship-man and mate.

Your memorialists will not enter into the details of the many minor grievances to which they are subject, but conclude with a hope that your right hon. Board will be impressed with the belief that the true efficiency and economy of the naval service can never exist apart from justice; and they humbly pray that the lieutenants of her Majesty's navy may be placed in all respects on an equality with officers of their rank in the Royal Marines, Artillery, and Engineers.

And your memorialists will ever pray.

At a numerous meeting of Lieutenants of the Royal Navy, held at Devonport, on the 30th of October, 1838, George Field Somerville, Esq., Lieut. R. N., in the chair.

Moved by Chas. McKenzie, Lieutenant, of 40 years, standing and seconded by Lieut. Digby:—

It was resolved—That as our illustrious and benevolent Queen has in her Majesty's wisdom seen fit to appoint a commission to inquire into the several modes of promotion, retirement, and comparative situation of her naval lieutenants to furnish the commission, by memorial, with a statement of their most prominent grievances.

Moved by Lieut. W. H. Symons, senior mate of Lord Nelson's ship at Trafalgar; seconded by Lieut. R. Coates.

It was also resolved—That the memorial now laid before the meeting be adopted, as calculated to attain the objects we have in view;—that printed copies be transmitted, by our chairman, to the Right Hon. the Earl of Minto, G. C. B. and to each of the other Commissioners of the Admiralty, respectfully and earnestly soliciting their lordships' support of its prayer.

That the chairman be requested to transmit to the Secretary of the Commission, when convenient, a copy of the memorial, signed by himself, in behalf of our brother officers who may approve of it by their signatures.

That printed copies be circulated amongst our brethren as freely as possible; and that the memorial, so signed, be presented to the Commission by the lieutenant who may be summoned before them for examination.

Several Lieutenants who assisted in the battle of Trafalgar were present.—*Globe Nov.* 3.

NAVAL COURT-MARTIAL.

A Court-martial assembled the 19th and 20th inst. on board the Royal Adelaide, to try Commander R. Inman, late First Lieutenant of H. M. ship Lily, on charges preferred against him by Commander J. Reeve, of the Lily. Commander R. Inman was charged with being discovered, on the morning of the 12th of August last, in bed with his servant-boy, named Pay; and for being reported absent from the ship on the following day, and continuing so until the 19th, when he returned on board the Lily. A number of witnesses were called, by whom the most material or criminal part was explained away; yet leaving; blame enough so warrant the Court, as they thought, to come to the opinion and conclusion which they did. The defence of Commander Inman was, that on the 11th of August he dined with some friends on shore, and having taken a good deal of wine during the evening, he was not perfectly conscious of what he was doing. He, however, returned to the ship and lay himself down to sleep, partly dressed, and never awoke until the morning, when the boy Pay (who had come into the cabin in a state of intoxication during the night, unknown to Commander Inman) was observed fast asleep, seated on a trunk on the outward edge of his bed. With respect to the charge of absence or desertion, Commander Inman said, that intimation having been brought to him that a letter had come from the Admiral, stating that John Pay and himself were to be kept under close arrest until they fell in with the Pelican, on board of which sloop they were to be sent to England, to wait the commands of the Lords Commissioners of the Admiralty, he was advised to go on shore, which he did, and where he remained till the 19th, in a most distracted state of mind at the imputation cast upon his character. He resolved to return to the ship and report himself, which being done, he was kept under close arrest for two months. The evidence having been duly considered, the Court passed the following sentence:—"That the Court is of opinion that the fact of the said Commander Richard Inman having been discovered on the morning of the said 12th day of August, 1838, in bed with his servant (whose name is John Pay) has been proved; but there has been no evidence to satisfy the Court that the prisoner was concous of that circumstances. And the Cour is further of opinion, that the charge of delivering himself up as a deserter has not been proved against the prisoner, the conduct of the said Commander Richard Inman on the said 12th day of August was highly irregular and unbecoming the character of an officer; and the Court doth therefore adjudge the said Commander Richard Inman to be dismissed her Majesty's service. And the said Commander Richard Inman is hereby so sentenced accordingly." Signed by the Court.—*Globe 26th October.*

SHIPWRECK OF THE LADY CHARLOTTE, AND LOSS OF NINE LIVES.

FURTHER PARTICULARS.

Full particulars of the wreck have not yet transpired, and the only information to be relied upon was conveyed in a letter to the owner of the vessel, Mr. Ghrote, a Liverpool merchant, by which it appears that the Lady Charlotte, which sailed from Callao on the 1st of July, and laden with a valuable cargo, had struck on the rocks at the entrance of Long Island Harbour, at the bottom of the bay. The captain, John Burton Gill, and eight persons, perished. One of the crew only survived, and it appears that he had been upon the rocks upwards of nine hours before any assistance could be rendered to him. The Lady Charlotte is reported to be in from two to three fathoms water, and it is hoped that some of the cargo, consisting of wool, hides, &c., may yet be recovered. The following is the letter addressed to Mr. Ghrote, merchant, Liverpool:—

"Skule, Oct. 21.

"Sir,—On my way from Crookhaven to Skule this day I had been informed of the loss of the Lady Charlottee, of Liverpool, on the night before last, at the bottom of the bay, and at the entrance of Long Island Harbour. One of the crew, the only survivor, John Waddington, who is at one of the coast-guard houses, I went to see. He informed me the vessel sailed on the 1st of July from Callao, laden with wool, hides &c., that a large quantity of goods, &c., was shipped by the consul at Bolivia, as also that the ship belonged to Mr. Ghrore, of Liverpool. The coast-guard and Mr. Baker, agent for the underwriters at Liverpool, residing at Liverpool, I understand are very active in trying to save part of the cargo. The vessel I was informed is in from two to three fathoms of water. Several articles and books were taken up; there was written in the books C. Briggs, J. Taylor: C. Briggs, from S. Robinson; Miss E. Wright, Shelburne. The number lost is, the master, John Burton Gill, and eight hands. I directed the poor man to be taken care of: and the Rev. Mr. Frail, the rector, who went with me, said he would have him attended to. He is in a very distressed state, having been on the rocks nine hours before he could be taken off, and then at a very great risk of life. I am on my way to Cork, and should be glad to give you any further information.

"I am, Sir, your obedient servant

"To Mr. Ghrote. "RICHARD NOTTEN.

"P. S. The weather was very thick when the vessel made the land; she struck about four o'clock in the morning."

(From the *Cork Standard.*)

We deeply regret to communicate the following extract from a letter to a mercantile gentleman in this city:—

"A most melancholy and total wreck occurred at about three a. m. on Tuesday morning, on the Barrel Rocks, at the West entrance of Long Island Channel, of the Lady Charlotte, of Liverpool, from Callao, South American, laden with hides, wool, species, and bark, Capt. Bartingall, and eight of the crew perished—only one man, John Maddington, sailor, was saved in a most providential manner, from the circumstance of his handkerchief hitching on the points of a rock, on which he and two men, poor fellows, were dashed; the latter were washed back into the sea, whilst he was most miraculously preserved, and afterwards rescued from his still perilous situation, with the greatest difficulty, on the part of Mr. Henry Baldwin, chief officer of Coast Guard, and his intrepid crew, and at the imminent risk of their own lives.

"Very little, if any, of the cargo of the vessel is likely to be saved. Some wool has been floating about, but little else."—*Standard, Oct.* 30.

EAST INDIAMAN AGROUND IN BOOTLE BAY.—Last night, at half-past seven, as the steamer Newcastle, from Post Carlisle, to Liverpool, came in sight of the Rock light, one of the passengers called the attention of the men at the wheel, to signal lights from a ship in shore. Presently two guns were fired. Capt. Sewell immediately ordered the steamer aboard, and although a strong current was running with an ebb tide, he approached the vessel, till in two fathoms water. The greatest confusion prevailed aboard of the ship. No distinct answer was given to Captain Sewell's inquiries. The brig appeared to be an East India-man, homeward bound, and is believed to be the Mountaineer. She had a pilot on board; but how she was run so close in shore, or why an anchor was not seasonably thrown out, when she took the ground, and thereby yawed to seaward, could not be ascertained. At the risk of losing the tide, Captain Sewell lowered a boat, and sent a couple of hands to convey a hawser from the brig [illegible] her off. When hailed, the pilot seemed to think that she was in three fathoms water, whereas the Newcastle was but in two by the lead, while at least 80 yards to seaward of the brig! After much delay on the part of the crew of the brig, a hawser was lowered and fixed, but the instant the drag was put upon it by the steamer's motion, it unfortunately slipped from the stanncheons. It is to be hoped that she would get clear by this morning's tide. Had the wind got up with any sea, ship, cargo, and crew, must have inevitably been in imminent danger. As it was the Newcastle was under the necessity of leaving her, and barely succeeded in getting into the Clarence dock at a quarter-past eight. Other assistance was instantly dispatched to the brig, but with what result we could not learn up to the moment of our going to press.—*Lancashire Herald.*

THE NORTHERN YACHT STEAMER.

The *Shipping Gazette* of Saturday contains a letter on the subject of the loss of this ill-fated vessel, from Mr. Reay, the only survivor. Mr. Reay says:—

"The steamer left Shields harbour on the morning of the 11th instant, about nine o'clock. There were six steerage passengers, viz., two young men from Sunderland, about 20 years of age, one of whom was lame; two women; a bookseller from Hatton, in the county of Durham (who expressed an intention of landing at Eyemouth, if the weather permitted; if not he said it was immaterial, as he had business at Edinburgh); and a cavalry soldier. In the best cabin, a female about 30, a gentleman about 60, and two others about 35 to 40 years of age. The crew, I believe, consisted of the captain, mate, engineer, two stewards, stewardess, four firemen, and three seamen.

"On crossing Tynemouth bar the sea was remarkable smooth, but as we proceeded northward the wind increased, blowing fresh from about the W., and the sailors seemed to doubt the practicability of my leaving the vessel until her arrival at Leith, the sea progressing to rise. When off Coquet island the captain said he would steer close in with the land, and there would be no fear of my getting out. In nearing North Sunderland a flag was hoisted, and when opposite that, place, about two o'clock four pilots come off and took me ashore in a coble at no further risk than getting throughly wet, which we did. In my conversation with the crew they spoke in unlimited terms of commendation if the vessel in every respect, and when I left her the master and some of the passengers were below dining, there being no apprehension whatever of danger, the vessel proceeding (in all respects in good order) at about the usual rate at which steamers go when they have a lift of sea to contend with. I can only add, that had my direct business not led me to disembark at the place and period I did, there was no cause or apprehension of fear whatsoever in existance to have induced me to leave the vessel on her then intended passage to Leith."

The Shipping Gazette contains also a letter from Mr. Most, master of the Trent, relative to a wreck, which is probably that of the Northern Yacht. Mr. Most saw the wreck on the 29th of October, about half way between the Spurn and the Dudgeon light vessel. At nine A. M. Mr. Most saw a vessel's mast and gaffsails, supposed to be a steam-boat, as the mast was so much smoke-dyed, and the floating wreck about 20 minutes after.—Globe Nov. 5.

FAILURE OF THE LIVERPOOL STEAMER.

The following letter has been addressed to the *Athenæum*, dated Cork, Oct. 30:—

Sir—Having been a passenger on board the *Liverpool* steamer during her late unfortunate expedition westward and back again, and knowing the interest you have manifested in the great scheme of Atlantic steam navigation, I offer no apology for communicating, immediately on my arrival here this morning, a few of the leading particulars. We left port on Saturday the 20—more than fifty passengers on board—in high spirits. The weather was then fair, but did not long continue so. The sea had run high for some days before, in consequence of long-prevailing violent west winds; it soon became a serious obstacle to our progress. Bad weather came on, rains and squalls. Still the boat went on bravely. At times the sea, which grew worse and worse, broke over her fore and aft, sweeping all before it, and giving her not unfrequently tremendous dead digs, which, as we lay in our berths at midnight—or tried to lie—seemed absolutely to *take up* the ship and give her a shaking, as a dog does a rat. During this time it appears some damage was done. Some small leakages were sprung about the upper part of the vessel, such as might be expected in a new one under such circumstances, causing a little transient alarm. But probably without much reason. The fore cabin suffered severely; at one time the water, as I now hear, was some inches deep there. I also understand that the cargo, to the amount of 150 tons, appears to be damaged throughout. An accident at one time happened to the machinery, which occasioned a suspension of operations for some hours. Still we pushed on, and much exhilarated by such a beginning, but yet more and more convinced of the staunch qualities of the *Liverpool* as a *sea boat*, and moreover satisfied with the behaviour and management of the captain and all the officers on board. Thus matters stood, when we were suddenly notified of the captain's resolution to turn back; a great sensation arose of course—a council was called—every cabin and berth turned out their caduverous-looking tenants sea-sick, sleepy, and all. It seemed that the engineer had sent in a written report of the the state of the fuel, from which it appeared, on a comparison of quantities and distances, and there was not enough to carry us through the voyage, and the consequently we must seek absolute safety in retreat. To this nothing could be said; we acquiesced with the best grace we could. At the end of between nine hundred and a thousand miles, on the expiration of the *sixth* day, we turned round and went before the gale—the ship dashing through the surge with an eagerness which seemed to say that no time was now to be lost. And now, you will ask, what was the cause of this difficulty? Want of coals, and nothing else. The ship is a fine sea-craft—nothing can be said against her—she is as staunch as wood and iron could make her. The commander, and all his subordinates, did their duty like old sailors—nothing that skill or science could do was omitted. Our progress, in point of fact, was satisfactory. In the worst weather, with raging seas, the wind against us, all but a few hours, and generally amounting to little short of a gale, we yet made at the rate of more than 150 miles a-day—something like six and a half miles the hour. Even at this rate we anticipated completing the voyage at most in about twenty-one days, more probably in eighteen. But this was not to be done without coals; and the calculation seemed to be that, having started with about 364 tons, including 100 of Williams's refined and condensed peats, called "patent fuel," we had already consumed something like *half of our stock*, which proved that, instead of 364 tons, 600 would be the minimum of the quantity

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equited to carry us through. This extraordinary consumption will excite surprise. The explanation of the ship's going to sea, provided as she was with such a consuming power, will be called for. This question we have looked into as well as we could, having examined the papers and all the officers from whom information was to be had, and that information being freely given. It would appear that the ship was not sufficiently tried before starting. She went to Dublin, but that was no trial at all. More than this, it seems not that a very material alteration was made in a part of the machinery, *after the Dublin trip*, and *without superadding the least pretence of an experiment thereon* by the hour. Other disclosures I might add, but I have said sufficient till an answer appears to explain this. The return voyage to Cork was made in three days. The vessel showed great powers of speed as well strength. The passengers held several meetings during this time. A committee was appointed for thorough investigation, consisting of nine members—English, Americans, and others. From this committee we had a deliberate report of facts, which you will, I presume, see in due time. It was adopted without a single dissenting voice. Summarily, it lays the blame of the failure exclueively on the negligence of the Company's agent, acquitting all other parties, including the boat herself. At the same time it strenuously enforces the position, that this disaster in reality offers not the slightest argument against Atlantic steam navigation, though it is much to be feared that discouragement will ensue to many minds in consequence of the failure. This consideration weighs heavily with the passengers, who are mostly commercial men. Of course there will be a panic in the United States, when the vessel becomes over-due there; and the suffering of the numerous relatives of those on board, for perhaps six or eight weeks, can be easily conceived. My purpose has been merely to give you a statement of the facts which have led to the failure."—Courierr, Nov. 3.

NEW STEAM-PACKET COMPANY.

A new company is about to be formed, if successful, is likely to constitute an era in the history of British commercial enterprise: it is called the "Pacific Steam Navigation Company," and owes its origin to the exertion of Mr. William Wheelright, who for several years has been engaged in preliminary measures. He has published a pamphlet, containing tables, to show the expenses and the profits that may fairly be anticipated, and these tables having been referred to committees of the British residents at Lima and Valparaiso, have been unanimously approved of, and the estimates declaring to be fair and equitable. It may not be known that Government have it in contemplation to establish steam-packets between this country and our West Indian colonies. It is in communication with these that the Pacific Steam Navigation company contemplate their arrangements. The voyage round Cape Horn to Lima occupies at present, on an average, four months; but a traveller going by the steam-packet to the West Indies (crossing the Isthmus of Panama, which may be done in from eighteen to twenty-four hours), and then proceeding in the Company's boat from Panama to Callao, will be able to effect the whole journey in about thirty days, or one-fourth of the time which is now required. The political advantages that may be anticipated from the operations of the Company are highly important. The presence of a number of large English steamers on the coast of South America, will be certain to add to the influence of England if circumstances should ever arise to make the employment of that influence indispensable; at the time the establishment of a regular line of steam-boats between Valvaraiso and and Panama, calling in at all the intervening ports of any importance, will be of material benefit. Millions of English money have been advanced to the South American Sates. In their present circumstances the repayment of those advances is impossible, even supposing the inclination to exist. It is only by the development of their many advantages that they can ever be placed in a situation to do honour to their engagements. The political importance of the undertaking is so manifest, that we are not surprised to learn that goverument have already expressed their perfect readiness to grant a Royal Charter, and to extend to the Company every protection advantage in their power. Mr. Wheelwright calculates the annual expenses, including interest on capital, insurance of boats wear and tear, etc., at £47,326, and the annual receipts at £93,390. To our Australian colonies the plan holds out the promise of most important advantages, by reducing the average passage from England to about sixty or seventy days; while Jamaica, there is every reason to believe, will once more become an entrepot of supplies for the northern ports of Pacific, and will be enabled, to a great extent, to resume that lucrative trade, by which her prosperity was formerly so much promoted. The South American States appear to be fully aware of the importance of the proposed undertaking, and have granted Mr. Wheelwright extensive privileges for ten years to come.—Courier.

THE LATE LADY JOHN RUSSELL.

The Lady of Lord John Russell, who had been seriously ill, at Brighton, since her last confinement, was pronounced by her medical attendant to be in great danger on Wednesday night; and we regret to add, this announcement was too soon followed by her death, on Thursday evening. The following particulars are supplied by the *Morning Post*—

"It is stated that the earlier symptoms on the last occasion were not so threatening as those that accompanied the former accouchement; but they were nevertheless, such as to give rise to much anxiety in the first instance, and ultimately to serious alarm. Within a day or two of her Ladyship's death, the danger visibly increased, and for some hours immediately previous to it there was scarcely any ground for hope. The infant is doing well, and likely to live—a painfully interesting reminiscence of the melancholy circumstances by which its birth has been accompanied.

"It would be a mockery to speak of the feelings of Lord John: they can only be appreciated by those who have been unhappily called to endure a similar bereavement. The noble Lord's family have been unremitting in their solicitude and attentions to the deceased lady. The Duchess of Bedford was with her during the whole of Wednesday night, and has, from the first, administered all the comfort that could be derived from the most affectionate kindness.

"The late Lady John Russell—Adelaide, eldest daughter of the late Thomas Lister, Esq.—was born on the 14th of September 1807; and married, on the 9th of February 1826, to Thomas second and late Lord Ribblesdale, by whom she had four children—Thomas, the present Lord, born 28th April 1828, and three daughters, the last having been a posthumous child. Her Ladyship was married to Lord John Russell on the 11th of April 1835; and has left two children—a daughter, born 6th February 1836, and the infant now prematurely deprived of a mother's care."—*Spectator, November 3.*

The interment lady Russell will take place at the family mausoleum of the Duke of Bedford, at Chenies, Bucks, of which place the Rev. Lord Wriothesley Russell, his grace's fourth son, is rector. The mournful ceremony will be attended by the marquises of Abercorn and Tavistock, and all the male members of the Russell family at present in England. The attentions of the Duke and Duchess of Bedford to the deceased lady were unremitting. Their graces will remain in Brighton until after the funeral, which will take place, it is expected, on Saturday. The Hon. Miss Lister, maid of honour to the Queen, on leaving the Castle, where her period of waiting had expired, received a letter from Lord John Russell acquainting her with the dangerous situation of her sister, she proceeded post to Brighton, but her ladyship had expired some hours before her arrival. We understand that her Majesty had graciously signified her intention of standing sponsor to the infant daughter of Lord John Russell, and that she should bear the royal name of Victoria. Lord Ribblesdale, who has been in delicate health, is at school at Brighton.

FIRE AT TAMWORTH.

A destructive fire took place at Tamworth, in Staffordshire, last night, by which six persons are destroyed. The Castle Hotel in that town was the scene of this catastrophe. A large dinner-party had dined together on Wednesday, and another on Thursday, and it is supposed the fire originated with one or both causes, from an excessive heat in the kitchen chimney. On Thursday morning about three o'clock the fire was seen pouring through one of the windows, and a gentleman from Lichfield, who was sleeping in the hotel, smelt the smoke, and ran immediately to the door; on opening it he discovered the flames bursting in, and, shutting the door, commenced an alarm. Ladders, were placed up to the windows, and the gentleman escaped in his shirt. The landlord and his wife slept in the top attic, and providentially effected an escape down a steep ladder. The mother of the landlady hung out of her window, and dropped into the arms of the peole below. None of the other inmates could be seen, and a ladder was placed against the window of another attic, where the servants, five in number, slept together, and a man ascending gave an alarm, but he heard or saw nothing. A man went up the staircase to look for the bar-maid, who slept on the first floor, when, horrid to relate, he trod upon something, which he discovered to be the lifeless corpse of the poor girl. It being found on the stairs, left no doubt that she had quitted her room to make her escape, when suffocation took place in her descent. The servant's room was next explored, and there were found the five unfortunate servants quite dead. The damage done to the hotel is considerable. It is insured for £800.—Globe, Nov. 3.

PRECURSOR SOCIETIES.

Precursor societies are forming in all directions, under the auspices of the bishops and clergy of the Roman Catholic Church. The following letter, addressed to T. M. Ray, Esq., Mr. O'Connell's secretary, proves the interest taken in the movement by the heads of the church:—

"Derry, Oct. 12.

"My dear Sir,—I am directed by the Right Rev. Dr. M'Laughlin to acknowledge the receipt of your letter of the 6th instant relative to the Precursor Society. I do assure you that he will feel great pleasure in co-operating with the distinguished friends of Ireland in carrying into effect the important objects of the society. I have the honour to be with sentiments of great respect, your obedient servant,

"JOHN M'LAUGHLIN, Coadjutor."

The *Kilkenny Journal* says, every parish is resolved quietly to perform its duty. In one small district, Ballyhale in two hours, upon last Sunday 60 were enrolled. On Sunday the united parishes of Curraveen, Killenaspie, and Mucoin, met and enrolled a great number of members. The correspondent of the *Pilot* who gives this information, says, "I am of opinion that there will not be a male or female adult in these parishes who will not become members." Here also the parish priest takes the lead.—(Standard.—Oct. 19.)

MADRID.—OCT. 26.

(FROM OUR OWN CORRESPONDENT.)

As by the French Embassy courier, who leaves this to-morrow night, the Madrid letters generally are received two or three days later than by the ordinary post in London, I prefer writing by the latter now. The present Cabinet has been much disappointed by General Alaix accepting the War-office, to which he was named only to gratify Espartero and the Queen; the ministers being firmly persuaded that his wounds would not permit him to fill it, and that the appointment would therefore remain a mere nominal one; whilst they could go on with a protempore Secretary at War. But in this they were mistaken, for Alaix's wounds being much slighter than they were thought to be, he accompanied his acceptance of office with the assurance that he should be shortly in Madrid. It became therefore necessary to reconcile Narvaez, who, unwilling to serve under the new Ministerof War, had verbally resigned, though not in writing. Besides giving him a Grand Cross, that of San Fernando, now Gazetted, a royal order was therefore issued, dated the 23d inst. wherein the Queen who had reviewed the Andalusian army of reserve, thanks him for the rapidity and skill with which he had raised, organized, and disciplined, these troops, as well as the good use he had made of them in the pacification of the province of La Mancha, hitherto with impunity devastated by the rebel bands. Her Majesty further admits the luminous memorial of General Narvaez, proposing, in conformity with the views, of government, to augment the army of reserve to the extent of 40,000 men, which having been examined and unanimously approved by the Council of Ministers, assisted by various generals, the Queen confides this operation to Gen. Narvaez as Commander-in Chief of the said army of reserve of Andalusia; to consist—

1st, of 2000 cavalry, comprising those already in existence.

2d, The Inspector-General of the Infantry is to add immediately a fourth battalion to each of the regiments of the line, and a third battalion to each of the regiments of Light Infantry, until the above number be completed.

3d, The sub-Lieutenants to be formed half of cadets and serjeants, National Guards, and students of two years at the university, etc.

The 10th article orders the provincial chests to receive 300 rials from the corresponding Ayuntamientos, to pay for the clothing of each man; and the government is to propose measures to the Cortes to refund such advance.

To all these useful arrangements the opposition members object, that neither the Queen nor her ministers are authorised by any law to raise such troops or levy such taxes, but by the consent of the legislature, and that this royal order is consequently but so much waste paper, which will, however, give great offence to Espartero.

The French and Saragossa mail due yesterday morning has not yet arrived, nor the one due this morning either. A letter bag from Cabanyud, this side of Saragossa, has been however received. When the diligence, which stops oftener, and is longer on the road, left that town, the population was said to have been in a state of great excitement, and put to death Carlist prisoners in retaliation of the 90 Christino sergeants shot at Horcajo, and all the the troopers of the Regiment del Rey, who had been made prisoners from the unfortunate General Pardinas, the loss of whose division in killed near Maella, and prisoners afterwards butchered in cold blood, is by some computed at 2,300 men! This is Cubrera's way of executing the Eliot treaty. General Van Halen writes to his brother that the 10 batlalions he has with him are highly incensed—thirst for vengeance, and will follow him anywhere to obtain it,—whereas the soldiers of Pardinas would not fight, and saw their commander wounded and killed in the attempt to animate them. The *Castellano* of last night speaks of Cubrera's unparalleled ferocity towards his prisoners, and of the Christino officers declaring that they will serve no longer if quarter is given to his men; for after assassinating all the wounded, after having shot almost all the officers and sergeants, his prisoners, he ordered all the horse soldiers in the square and place of Maella to be picked and despatched with lances, like so many bulls. Horrors like this, adds, the *Castellano's* letter, cannot be related without shuddering, and cry out aloud for vengeance. After this carnage, Cabrera gave a ball at Hijar (also spelt Ixar), where a fandango was danced upon the uniform of the unfortunate General Pardinas, amidst the rattling and cracking of castanets and jokes by way of keeping time—*ad majorem Dei glorium*—and in honour of his King! The *Progreso* states that some of the cavalry del Rey being surrounded and taken prisoners, after they had fought with desparate valour, were mounted and allowed to enter a vineyard to satisfy the cravings of hunger and thirst with grapes—when they heard the terrible word of command of "Charge"—given to the Alavese cavalry—their escort—who with cowardly rancour sacrificed the disarmed and defenceless prisoners of Del Rey, a regiment that was ever the terror of the canaille, which had ever flashed its lances in the body nor stinged its sabres with the blood of one of the troopers of Del Rey while armed and mounted. General Van Halen has promised, and the rest of the regiment has sworn to revenge this insult and punish the crime in the most exemplary manner. *Guerra a muerte* is therefore the universal watchword. This will lead to vast increase of bloodshed, it is apprehended, from which the rest of the civilised world has already turned with so much disgust. However, many well-informed and humanely inclined Spaniards deny that such will be the consequence, and I must say that their line of argument, which is founded upon experience, is convincing. In the War of the Independence, these allege, when the whole Spanish nation rose in arms against their French invaders and the native partisans of Joseph Napoleon—*el Rey entruso*—the French generals condemned all their Spanish prisoners that did not belong to the regular army to be shot immediately, and carried their resolve (approved by the Emperor) very extensively into effect, as they called all the Guerillas taken in arms without wearing uniforms, or being regularly enlisted and commissioned, brigands, as they had been wont to do the Vendee royalists. A great number of pure Spanish patriots, and most respectable individuals, were thus *fusilés* by order from Murat, Soult, Marmont, Ney, Suchet, Jourdan, and other marshals, and lieutenants of the Emperor Napoleon may of Joseph Bonaparte himself, as well as that great diplomatist Count Sebastiani. To check this nefarious practice, the partisan and guerilla chief Mina gave formal notice that for every Spanish patriot shot under pretence of his being a brigand, he should, by way of just and necessary retaliation, put five French prisoners to death. This threat at first passed unheeded, the French continuing their fusilades of Spaniards of the highest respectability, who never had acted as brigands, or been guilty of any excess; till Mina marched a column of his French prisoners from the depots in the valley of Roncal to his camp near Pamplona, then in possession of the French, and string them up, hanging the whole, in the proportion of five to one, on trees, in sight and within cannon-shot of the fortress, which blazed away on both the executioner and the unfortunate victims, but could not prevent these severe and salutary reprisals. What was the consequence? Many Frenchmen of renown and distinction having been thus twisted, and others apprehending a similar fate, the officers and men, in a body, represented to their generals that unless they acted according to the rules of war, and spared the lives of prisoners, as customary among all civilised nations, they, the officers and men, who were daily liable to be taken and hanged in retaliation, would no longer fight against the insurgents. This produced the desired effect. The case being grave and urgent the generals were forced to comply, and from that moment the French respected the lives of their Spanish prisoners.

The *Echo* of this morning mentions the arrival of a northern mail late last night, with intelligence of Balmaseda, with a force of from 6,000 to 7,000 men, having crossed the Upper Ebro, and marching to the Pine Woods, closely pursued by the brigade of Puig Tamper, and of Espartero being likely to fall in with and give them some great or little blow! The *Gazette* is silent on the subject.

The Carlist chief Castor is said to have been beaten on the 19th in the valey of Zoba.

Don Felipe Monies is reported to have been named Chief of the Staff at Madrid, and General Latre as Captain General of Old Castile.

General Orsa, being a Senator, is daily expected at Madrid. Nothing is now said of his being tried by a Court Marual for his failure before Morella.

Count Ofalia is reported to have had a *coup d'apoplexie foudroyante* two days ago, which drew his mouth so much aside as to place it under one of his ears; previous to which he was constantly consulted by the Duke de Frias, of whom distractions and absence of mind fresh instances are daily quoted, such as his going a dozen times in one night from his office to the Queen's apartments, but always forgetting something that compels him to return to her Majesty, who is therefore supposed to have quite enough of his company. Once at midnight he kept the assembled Council of Ministers waiting two hours for him, whilst he was with the Queen, but forgot his promise to return to them immediately.

The arrival of the Princess de Beira at Bayonne, and thence on the Spanish frontier, is another proof of the vigilance of the French policy against Don Carlos, and his first-born, who accompanies her—more on that subject to-morrow. That part of the press devoted to Count Ofalia has already attached the pamphlet of the ex-Ambassador Campuzano with all its might. The prisoners taken up one night in the earlier, part of the week, were the robbers of Madame Cauterac's jewels, but unconnected with politics.—*Globe Nov. 5.*

MEXICAN BLOCKADE.

We direct the attention of our readers to the annexed report of what took place between Lord Palmerston and a deputation of merchants on the subject of the blockade, at the Foreign-office, on Tuesday. It is with pleasure we observe that his Lordship appears at last alive to the importance of protecting our commerce, and the honour of our flag, in all parts of the world:—

On Tuesday a deputation, consisting of Messrs. Cotasworth, Marshall, Ellwand, and Powles, London; Messrs. Watson Taylebre, and Campbell, Liverpool; Messrs. Black and Longworthy, Manchester; Messrs. Ferguson, Graham, Henderson, and M'Dougal, Glasgow; and Messrs. Gurell and Fenton, Belfast, had a conference at the Foreign-office with Lord Palmerston on the subject of the French blockade of Mexico. The deputation, referring to the memorial presented by the London Committee in August last, stated that all the evils then complained of as resulting to British interests from the blockade remained in full and increasing force, and must continue to do so while the blockade should last. They felt, therefore, most desirous to learn from his Lordship whether the British government had been able successfully to exert any influence with that of France towards the removal of this interruption to British trade. The deputation stated that this interruption to the pursuits of the commercial and manufacturing interest connected with Mexico was the more severely felt, because the trade could not but perceive that the conduct of France was distinguished by remarkable severity in continuing the blockade after the offer of the Mexican government to leave all matters in difference, between it and France to the arbitration of an independent power: and further, that the conduct of France towards Great Britain in thus seriously cutting off, at a moment's notice, an important branch of her trade, was not such as might have been expected from a state with which we were on the most friendly terms. Lord Palmerston assured the meeting that the government felt all the importance of the question, and a deep sense of the interests at stake in it; that it was perfectly true that the Mexican government had offered to refer the matters in difference to the arbitration of the British government, and that the French government had declined the offer; that the British government had notwithstanding been using its best endeavours to get the dispute brought into a train of settlement, and that he could not help entertaing the hope that a settlement would be accomplished. He had instructed Mr. Pakenham, the British Minister, to return immediately to Mexico, where he had no doubt his services would be useful towards effecting the above object, and that gentleman had just sailed from Plymouth. The Government had further instructed Sir Charles Paget to proceed with a naval force from the St. Lawrence to the coast of Mexico, to render any protection to British interests that circumstances might require. The deputation remarked to Lord Palmerston, that without desiring to make any allusion which might be offensive to France, they could not but recollect that when a dispute of long standing between that power and the United States was, a few years since on the point of producing serious consequences, the French Government did not hesitate to avail itself of the mediation of Great Britain. They urged that there was something revolting to the common principles of justice in any power assuming to determine for itself the precise nature of compensation to which it was entitled, and then saying "Here is our demand—we will not relax one iota of what we claim—we will refer to no intermediate tribunal whatever—we are the sole judge of what we require—and if you do not pay all we claim, we will blockade your ports until we compel you." The deputation next adverted to the case of the blockade of Buenos Ayres, which was even still less justifiable than that of Mexico—for every point of difference had been removed there, and yet the blockade continued. Several of the gentlemen present said they had commercial establishment in those countries, which were exposed to the most grievous inconveniences by the proceedings of the French Government; such as they felt no friendly Power ought to inflict, except under circumstances of pressing and unavoidable necessities. Lord Palmerston paid the greatest attention to all that was said by the deputation during the conference, which was a very long one; and concluded by assuring the gentlemen present that the Government would spare no pains to effect the removal of this interruption to their trade.—*Times, Nov. 2.*

The *Pique* frigate sailed from Devonport on Sunday, having on board Mr. Pakenham, the Minister to Mexico. In the first instance she is bound to Halifax and thence, after leaving dispatches, Mexico. It is stated that Mr Pakenham is the bearer of instructions with reference to the disputes between France and Mexico, and that he is invested with the requisite powers to mediate between the two parties, and is said individually to have expressed an opinion that he hoped to be able to bring about an accommodation of the differences and the raising of the blockade. This, if true, would seem to bear out the statements confidently made in the French papers, that the quarrel with Mexico would shortly be made up, although it is proper to add, that is stated in quarters worthy of credit there is no truth in the reports in those papers, on the authority of advices said to have been received from Mexico by New Orleans, that Bustamente, the President, finding himself entirely distitute of means to carry on the contest, and deserted by Federal party, had actually dispatched a messenger to French commander to say that he was ready to capitulate. No latter dates could have been received in France through any channel than those brought by the last packet to this country, and from the tenour of the most authentic advices from Mexico they brought not the slightest approach to any act of submission or negotiation had been made. Count Molé, the French Minister, according to private letters from Paris of a recent date, had, however emphatically admitted that the present state of blockade and hostilities could not much longer be tolerated, as neither consistent with the interests of France nor with those of neutral powers her friends and allies. So firm was the persuasion in France of a speedy adjustment, that vessels were actually loading at Bordeaux for Mexico.—*Times, Nov. 2.*

BRUSSELS PAPERS.

BRUSSELS, Nov. 3.—The shock caused by the explosing of the powder magazine of Boussu on the 26th October was felt at Maubeuge, 4 leagues from Mons, and threw the inhabitants into the utmost consternation.

A letter from Avesnes, of the 27th, describes the effects of the shock, which it ascribes to an earthquake: a phenomenon, it says, which has probably not been observed at Avesnes for many centuries. It is said, and several journals repeat it that the King will open the Session of 1838—1839. We receive this news with hope. But we are far from believing that his Majesty would skrink from a speech from the crown because the communication which he would have to make might not be so favourable as his noble intentions desire. Everybody, on the contrary, appreciates his Majesty's efforts to secure our situation, and answer to our sympathies; if he should have the misfortune to fail in these endeavours, or if the success of them, without being null, should not entirely answer his expectations, what unjust reproach would dare to add to the bitterness of his disappointment.—*Courier Belge.*—Globe Nov. 5.

Captain Marryat, who is travelling in the Western States of America, has been much annoyed by a false report of having intrigued with the wife of a physician in Louisville, Kentucky; and still more annoyed by the receipt of five hundred anonymous letters (not Postpaid,) prompted by the general suspicion that he is collecting materials for quizzing the Americans. Against this persecution Captain Marryat makes appeal, in one of his eccentric, half serious, half-mystifying letters.

A sanguinary duel was fought with broadswords between two members of the New Orleans bar, at Bayou St. Louis, on the 25th ult. The combat was dreadful; one of the parties died of his wounds on the following day and the survivor had one arm severed from his body. It is a singular fact, that after the deceased was run through the body, he walked from the field of conflict to his hotel; after which, he was taken to the steam-boat and conveyed to New Orleans, where he died. The cause of quarrel has not transpired.—*Standard.*

By the demise of Sir Charles Pratt, the colonelcy of the 95th regiment has become vacant. Amongst the number of applicants mentioned, we have heard the names of Sir J. W. Guise and the Earl of Carnwath.—*Herald, Nov. 4.*

The following line-of-battle ships are preparing at Portsmouth, as demonstration ships, for service, in case of necessity:—The *Rainbow* 14: *Revenge* 78; and *Imaum* 74.—*Post Nov. 5.*

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